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Handwritten notes and signatures:
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 (D) ✓
 may log later

CITE

5637

25X1A

TO : TOP SECRET INFO Dec 28 10 03 Z

PRIORITY [] INFO: []

OKCART/BLACK SHIELD OPS

25X1A
25X1A

25X1A [] FROM COL SHELTON

SUBJECT: HIGH ALTITUDE TURNS

1. PROJ HQS CONCERNED LARGE ALTITUDE LOSS EXPERIENCED ON BX6740 DURING TURN AT HIGH GROSS WEIGHT/ALTITUDE OVER DENIED TERRITORY.

2. A COMPARISON OF PERFORMANCE DATA TAKEN FROM FLIGHT PLANS, FLIGHT HANDBOOK AND SC&DM FOR MISSION BX6739 AND BX6740 INDICATE THE FOLLOWING:

A. FORECAST WEATHER: ESSENTIALLY THE SAME FOR BOTH MISSIONS.

(1) BX6739: TEMPERATURE AT TURN POINT OPNL ALTITUDE FORECAST SLIGHTLY WARMER (-55°C) THAN STANDARD. WIND 129 DEGREES 20 KNOTS.

COORDINATING OFFICERS

TOP SECRET

RELEASING OFFICER

GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED

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IDENTICAL FOR FIRST FIFTY DEGREES OF TURN. PROFILE SIMILARITY ENDS AT THIS POINT.

(1) BK6739: CONTINUED TURN STAYING VERY CLOSE TO CHARTED OPTIMUM ALTITUDE. NOTE: RECORDED GROUND SPEED DECREASED 38 KNOTS BELOW THAT AT ROLL-IN TO TURN AND ALTITUDE WAS MAINTAINED.

(2) BK6740: CONTINUED TURN WITH RAPID LOSS OF ALTITUDE EXPERIENCED (7,000 FEET IN ONE AND ONE-HALF MINUTES) FOLLOWED BY A RAPID CLIMB (3,000 FEET IN TWO MINUTES) TO APPROXIMATELY CHARTED OPTIMUM ALTITUDE WHICH WAS MAINTAINED FOR REMAINDER OF TURN. NOTE: RECORDED GROUND SPEED GRADUALLY DECREASED 111 KNOTS BELOW THAT HELD AT ROLL-IN TO TURN. LOWEST VALUE OF GROUND SPEED COINCIDED WITH START OF RAPID DESCENT. VEHICLE REGAINED 100 KNOTS GROUND SPEED AT BOTTOM OF DESCENT.

COORDINATING OFFICERS

RELEASING OFFICER

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GROUP 1
Excluded from automatic
downgrading and
declassification

AUTHENTICATING OFFICER

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TOP SECRET

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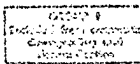
3. CONSIDERING FACTS OUTLINED ABOVE, PROJ HOS SPECIFICALLY
 STRIKING POSSIBLE CAUSES OF LARGE ALTITUDE EXCURSION EXPERIENCED
 ON BK6740 AND REQUEST BOTH PILOTS' COMMENTS ON THEIR RESPECTIVE
 MISSIONS CONCERNING:

- A. INLET PROBLEMS ENCOUNTERED DURING TURN. *IF ANY.*
- B. AUTOPILOT PERFORMANCE IN TURN. (BK6740: SC&DM
 INDICATES BANK ANGLE FLUCTUATIONS FROM 35.7° TO 23.4° DURING
 FIRST PART OF TURN AND ALT LOSS.)
- C. AUTOPILOT MODE USED: ^T(ALTITUDE HOLD OR MACH HOLD.) *EP*
- D. THROTTLE POSITION IN TURN (MAX AB OR LESS; IF LESS,
 APPROXIMATE PERCENT AB MAINTAINED.)
- E. THROTTLE CHANGES, IF ANY, MADE DURING TURN.
- F. ANY OTHER PERTINENT COMMENTS/RECOMMENDATIONS
 CONCERNING TECHNIQUE, ETC., THAT MAY EXPLAIN DIFFERENCE
 IN PROFILES AND ALTITUDE LOSS ON BK6740.

COORDINATING OFFICERS

RELEASING OFFICER

TOP SECRET



AUTHENTICATING OFFICER

REPRODUCTION BY OTHER THAN THE ISSUING OFFICE IS PROHIBITED. C-12

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4. REQUEST PRIORITY

CRITIQUE BX6748 SCHEDULED 1800Z, 21 DECEMBER 1967.

END OF MESSAGE

ASD/R&D/OSA

25X1A Wac/O/OSA

D/M/OSA

25X1A

WILLIAM M. SHELTON

COORDINATING OFFICERS

RELEASING OFFICER

TOP SECRET

GEORGE OTOBA

AUTHENTICATING OFFICER

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